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Pre-World War II Warsaw

2. "Warsaw, the European city which suffered perhaps the greatest damage in World War II, is undergoing a definite transformation as reconstruction develops. Like most large European cities, pre-war Warsaw was a mixture of historical layout (e g the Old Town and New Town and Os Saska -'Saxon Axis'-partly built in the 18th century) and a later, rather chaotic expansion during the end of the 19th century and the first part of the 20th century.

Main Arteries of Communication

3. "Before World War II, construction of the main communication axis of Warsaw was following a clear pattern:

- (a) Warsaw was being expanded parallel to the course of the Wisla River, i e in a northern direction (Zoliborz and Marymont districts) and in a southern direction (Mokotow, Sluzewiec, Czerniakow districts). The main communication arteries were then:

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- (1) Sobieskiego Alley -- Ujazdowskie Alley -- Nowy Swiat -- Krakowskie Przedmiescie.
- (2) Pulaska Street -- Marszalkowska Street.

Both these main arteries took a course more or less parallel to the Wisla River.

- (b) These two main arteries were cut by one main cross artery: Jerozolimskie Alley -- Waszyngtona Street (the latter in Praga, that part of Warsaw situated on the east bank of the Wisla River).

Thus, the pre-World War II communication system formed a kind of cross with two arms, which was the basis for a network of streets - short and long, narrow and broad.

4. "The immediate aim of the present reconstruction of Warsaw [1953] is to modernise and improve the communication system, so that it will provide roots for reconstruction of the city in its entirety. To some extent this aim has already been realized. Again a pattern is clear:

- (a) The principle of expanding Warsaw parallel to the course of the Wisla River is being maintained. The former two main arteries in this direction will, however, be replaced by six, now under construction. All six are planned to take the straightest possible course. To achieve this, the following arteries have been reconstructed or newly constructed or are scheduled for construction:
 - (1) The drive along the side of the Wisla, which is formed, beginning south at Chwalibonska Street, by Wybrzeze Kosciuszki -- Wybrzeze Odanskie -- Wislostrada toward Bielany. This artery had already been partly constructed before World War II; it is now finished.
 - (2) The traditional artery through Sobieskiego Alley -- Ujazdowskie Alley (now Stalina Alley) -- Nowy Swiat -- Krakowskie Przedmiescie. This artery is now known as the Trakt Starej Warszawy (Old Warsawian Track).
 - (3) The reconstructed, straightened artery through Pulaska Street -- Marszalkowska Street -- Remotki Street (a new street cutting through the completely destroyed northern part of the city). At its northern end this artery follows the former Mickiewicza Street in the Zeliborn District.
 - (4) The so-called North-South artery, which was partly built before World War II. The southern part goes through Kiepodleglosci Alley -- Chalubinskiego Street. A new avenue has been constructed as an extension of Chalubinskiego Street. It runs Marchlewskiego Alley -- Powaskowska Street, through the western districts of Warsaw that were almost completely destroyed during World War II.
 - (5) It is planned to construct again the most western artery, which will come through Smirki and Wigory Alley -- Raszynska Street -- Towarowa Street and Okopowa Street.
 - (6) An autobahn will be constructed between arteries (4) and (5), to serve as the main by-pass for heavy traffic between the southern and northern industrial districts.
- (b) The number of cross arteries is to be increased. Starting from the south, they will be as follows:
 - (1) Spaczevska Street -- Rakowiecka Street -- Bartycka Street, with a bridge over the Wisla at the outlet of Bartycka Street.

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- (2) Koszykowa Street -- Piłkna Street -- Ryślińska Street -- Łazienkowska Street.
- (3) The pre-World War II artery, crossing through Kaszyngtona Alley and Jerozolimskie Alley in the center of pre-war Warsaw, has been left as before. Poniatowskiego Bridge, by which this artery crosses the Wisła, has been rebuilt in its former shape.
- (4) Dworska Street -- Światokrzyska Street, which will connect the Wola -- Czysty industrial district with the center of the city. This artery will border the new Stalin Place from the north; artery (3) will border it from the south.
- (5) Reconstruction of the historical Os Saska (Saxon Axis) is in the planning phase. It will run roughly through Chłodna Street -- Saski Gardens -- Piłsudskiego Place (now Bryceistwa Place) -- Karowa Street. It is not yet known whether or where this artery will cross the Wisła River.
- (6) A new east-west artery, the Trasa W-Z (East-West Axis), runs through Żygmuntowska Street (in the Praga part of Warsaw) -- the former Nowy Śjazd (completely remodelled) -- the tunnel under Zamkowy Place -- Świerczewskiego Alley -- Leszno Street -- Wolska Street. This artery crosses the Wisła River via the Ślasko-Dąbrowski Bridge, a very modern construction which replaces the old Kierbedzia Bridge destroyed during World War II. Officially, the entire Trasa W-Z is called 'Świerczewskiego Alley'; Warsaw people use the old name for what is left thereof [sic].
- (7) Małyższowska Street -- Gosia Street -- Franciszkanska Street. This artery touches the northern edge of the former ghetto, which was completely destroyed in World War II.
- (8) Krasńskiego Street -- through the Żoliborz residential district.
- (9) Torunska Street -- Miedonska Street -- Podlesna Street, which crosses the Wisła by a new bridge.
- (10) The most northern artery is to run north from the Młociny suburb. Another Wisła bridge is planned. This artery will touch the city limits.

Thus, the course of the main arteries of communication will form, in contrast to the former two-armed cross, a chessboard net, with its eastern edge based on the Wisła River.

District Planning

5. "By reconstructing the entire city along the lines of this chessboard frame, each individual district of the city will be assigned a definite, stable character. The following types of districts will be established:

- (a) Administration, Trade, Education and Culture
- (b) Industry
- (c) Residential

6. "Present reconstruction projects are moving the main administrative and trade district into the center of Warsaw, into the following rectangle:

- | | |
|----------------|---|
| From the west | - Chalubńskiego Street and Marchlewskiego Alley |
| From the north | - Trasa W-Z |
| From the east | - Trakt Starej Warszawy |
| From the south | - Piłkna Street |

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7. "This main administrative and trade district is encircled by the following residential districts:

(a) From the west, northwest and southwest:

- (1) Rakowiec, Ochota and Okęcie. These districts, compared to others, received only slight damage during World War II.
- (2) Center of town. Badly damaged during World War II; now under reconstruction. Part of this area has been turned over for residential use under the name MDM, south of Aleja Jerozolimskie. The main axis of this district is Marszałkowska Street. Farther south of this district will be the following: Czerniakow, Mokotow, Wierzbna, Sluzewiec and Siedlca.
- (3) Murenow. Situated between the Trasa W-Z, Okopowa Street, the area of the Gdanski railway station, and Nowotki Street (the new street is marked as an extension of Marszałkowska Street toward the northern part of the city). This district is constructed on the completely destroyed area where, during World War II, the Germans had established the Jewish Ghetto. The center part of this new district will have the historic Koszary Stanislawowskie, the barracks of the military guard for the last Polish king of the 19th century.
- (4) Mlynów. Also under construction on a part of Warsaw that was almost completely destroyed. It will cover both sides of Leszno and Gorczewska Streets between Plocka, Wolaska and Okopowa Streets. According to plans, the Mlynów residential district will be merged in future with the Kolo and Wola residential districts situated farther northwest. Some pre-world war II industrial enterprises in the Mlynów and Wola districts are being transferred to other, industrial zones.
- (5) Mirow. Situated between Mirowski Place, Orla Street and Solna Street. The main axis of this residential district will be Elektoralna Street. Mirow had been the residential district farthest advanced in reconstruction when unexpected orders came to stop all work. This forced halt was linked to the construction of the Palace for Culture and Science in the center of town, foreseen in the genuine plans for Warsaw's reconstruction but changed under Soviet pressure.

(b) From the north:

The Old and New Town. The historic districts of Warsaw, which were completely destroyed during World War II. Both districts have been rebuilt in accordance with the historic layout. Concentrated around the market places of the Old and New Town, they are nearing completion. Both are not only picturesque residential areas but also seats of historic and scientific institutions. North of these two districts the residential areas of Zoliborz, Marymont and Bielany are under expansion.

(c) From the east:

The parks along the bank of the Wisla River will be only partly covered with residential settlements, e.g. Mariensztat, which is already completed.

8. "It is planned that persons working in a certain area will receive quarters in the residential area closest to their place of employment. Although such division will facilitate for many people the problem of reaching their jobs, it will also result in a kind of glebe adscripta. The place of work and place of residence will be so closely linked that a person will find it very difficult to leave either one. People will be far more closely bound to their jobs.

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9. "According to the reconstruction plans, the industrial districts will be distributed equally over the peripheries of Warsaw. Moving from south to north, these industrial districts will be in:

- (a) Sielce. A rather small concentration of light industries.
- (b) Sluzewiec. The so-called Southern Industrial Area of Warsaw, now under construction between the Grojecka highway ['chaussee'] and the Warsaw-Radom railway line. Mostly light industry and some branches of the electrical industry.
- (c) Okęcie. West of the airport. Light industry and various repair workshops.
- (d) Mola-Czysto. In the rectangle between the Warsaw-Poznan railway line, the Wlochy suburb (a strong industrial center before World War II), Wolcka Street and Towarowa Street. In this traditional industrial area of Warsaw the metallurgical, electrical and precision tool enterprises are to be further expanded. A new freight yard is to be established. The present freight yard, near Towarowa Street, is to be transferred farther west.
- (e) Powazki. Between Krzemieniecka Street, Powazkowska and Tatarska Streets. Repair workshops and warehouses will be concentrated in this area. The workshops for the state-run PKS bus line are located in Powazki.
- (f) Bielany. Location of the 'Warszawa' steel mill.

10. "All the above reconstructions and expansions are in that part of Warsaw west of the Wisla River. Several reconstructions are planned for the Praga area east of the river. One reason is that the eastern segments of the two main vertical communication axes cross this part of Warsaw. The Trasa W-2, especially, calls for some rerouting and a 'graduation' of streets. In Praga:

- (a) The residential areas are generally planned for the same areas as before World War II, e.g.:
 - (1) Saski Kępa. One of the most modern villa districts before World War II.
 - (2) Grochów. Now modernized and expanded.
 - (3) Gocław. A sports airfield is to be built here.
 - (4) Michałow and Praga II.

In the northern part of Praga, a residential area is to be built in Targówek and Brodno; both districts were up to now most neglected.

- (b) A shopping center will be established in the center part of Praga. It will have a purely local character.
- (c) Before World War II, metallurgical and electrical industries were located in Kamionek, and there was a less important industrial concentration in Targówek. One of the strongest industrial concentrations in Warsaw is now under construction in Praga, in the Żeran, Goleckiów and Annopol areas around Torunska Street. In 1949, the first automobile plant was established in the Żeran area -- for the production of Soviet Pobieda cars. An auxiliary metallurgical industry has grown around this plant. Further expansion is planned during the next few years [post-1953?]. One reason is that the 'Warszawa' steel mill is being built opposite Żeran, on the western side of the Wisla. [] the 'Warszawa' steel mill will be equipped with electric furnaces exclusively and will produce nothing but refined steel. Although the

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construction of the mill has begun [redacted] it generally, north of the Bielany settlement on the axis of Kasprzowska Street.) After construction of the Seron industrial district, Warsaw will receive on its northern outskirts another vital industrial concentration point. This area will have a harbor on the Wisla; construction of this harbor was planned before World War II.

Reconstruction - Phase I (1945-47): Rebuilding Period

17. "The reconstruction of Warsaw, based on the plans described above, started in early 1945; the German Army withdrew from the city of Warsaw 17 Jan 45. The stages of reconstruction may be divided into three phases.

12. "Phase I (1945-47) was the provisional reconstruction, which concentrated on houses, apartment houses, shops and office space. It may be called the 'Rebuilding Period'. During this phase the major role was played by private initiative. Private persons and firms were able, at this time, to obtain large construction credits from the state banks. Some living sections were largely rebuilt: Zoliborz, Saski Kupa, Kolonia, Staszica and Mokotow. In the middle of Warsaw barracks-type shops were built, a characteristic of the bombed cities of Europe. These were used for the retail trade. Much of the impetus for this rebuilding came from private trade; nationalization of retail trade in Warsaw only started at the end of 1949 with the organization of the Enterprise of Municipal Retail Trade.

13. "During Phase I, reconstruction was only under preparation, in the planning offices of BOS (Biuro Odbudowy Stolicy). BOS went through several reorganizations. Planning functions are now in the hands of the Miasto-Projekt Office. Construction as such is divided among seven municipal contracting enterprises (ZBM):

ZBM 1 (Zjednoczenie Budownictwa Miejskiego-Warszawa - Union of Construction of the Town of Warsaw) No. 1 - Responsible for construction in the Kolo, Mlynów, Zoliborz and Bielany districts.

ZBM 2 - Responsible for construction in the residential districts of Muranow and Mirow.

ZBM 3 - Responsible for the Trakt Starej Warszawy. Because this enterprise is entrusted with the reconstruction of ancient historical buildings, it is assigned specially qualified brigades.

ZBM 4 - Responsible for the residential districts in the center of the town.

ZBM 5 - Responsible for the districts of Ochota and Mokotow.

ZBM 6 - Responsible for the Marszalkowska Street residential district (MDM).

ZBM 7 - Responsible for the Pruga districts.

There are also other construction enterprises which are responsible for the construction of industrial buildings or special projects, e.g. the Warsaw subway line, which is still in a preparatory stage.

14. "During this first phase of rebuilding and preparing plans for future projects, certain Polish architects were active who had been prominent before World War II. This group of architects had suffered practically no losses during the war. It included such leading Warsaw architects as: [fnu] Pniowski, R. Piotrowski, [fnu] Gutt, [fnu] Siglin, [fnu] Bruckalski, [fnu] Knothe and [fnu] Jankowski. Already before World War II, this group had been planning the reconstruction of Warsaw and had designed many important projects. Nearly all these architects remained in Warsaw during the war, working secretly on plans for the city's reconstruction. They observed three guiding principles:

- (a) To maintain the traditional principle of urban style in Warsaw's construction.

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- (b) To rebuild only those objects which have architectural beauty and which follow the urban principle.
- (c) To improve or else destroy everything built during the chaotic construction period of the late 19th and early 20th centuries.

These three principles guided the first and second phases of Warsaw's reconstruction.

Phase II (1947-49): Three-Year Reconstruction Plan

15. "In contrast to Phase I, the second phase concentrated on large reconstruction projects, for example:

- (a) Trakt Starej Warszawy was reconstructed according to historical plans. The old houses of historical value, built between the 17th and 19th centuries, were reconstructed with meticulous accuracy.
- (b) Parallel to the traditional Trakt Starej Warszawy artery, the modern Trasa W-2 (East-west artery of communication) was constructed. It went into use in mid-1949.
- (c) The new administrative district was built in the southern part of the city center, between 3 Krzywy Place, Roka Street, Marszalkowska Street and Torwina Street. The economic ministries and the Main Economic Planning Office were located in this district.
- (d) Construction started of the new industrial district of Zeran.

16. "The group of Warsaw architects continued to play an important role in this phase: supervising actual work and preparing for the third phase.

Phase III (1949-1955): Six-Year Plan

17. "The large-scale reconstruction of Warsaw did not start until the third phase of Poland's economic reconstruction, within the framework of the Six-Year Plan. The main projects for this phase are:

- (a) Completion of the administrative and trade center, a kind of Warsaw 'downtown'.
- (b) Completion of the residential districts located near the downtown center: MDN, Mirow, Muranow, Old and New Town. Completion in the south of the districts of Mokotow and Ochota. Completion in Praga of the Praga II district, which touches on the Trasa W-2 axis.
- (c) Completion of the main communication arteries.
- (d) Reconstruction of all main industrial plants. Construction of some new plants, including an automobile plant.

18. "Bierut outlined these projects in a speech on 3 Jul 49, at the PZPR (Polish CP) 'Warsawian Conference'. Although his announcement leaned heavily on the detailed plans elaborated during 1947-49 by the aforesaid team of leading Polish architects, all the projects and plans were later changed upon the intervention of Soviet 'experts'. These revisions affected not only the general urban character of the construction and reconstruction but also the details of communications and industrial projects.

- (a) The outstanding example of this Soviet intervention is the Palace for Culture and Science, which is nearing completion in the square bordered by Marszalkowska Street, Swietokrzyska Street, Marchlewskiego Street (new) and Jerolimskie Alley. This Palace was listed among the projects prepared during 1947-49. According to those early plans, the Palace was to be built on the site of the former central railway station between Marszalkowska and Emilii Plater Streets; the area then projected was not half the size of the Palace area now. The plans now realized were redrafted in Moscow, without any notification of the Polish architects.

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This necessitated a redrafting of the plans for surrounding areas. These plans are still not approved. As a result, the reconstruction of the western side of the downtown district must be delayed. Moreover, some works had to be stopped, e.g. the main Polish publishing house which was to be equipped with a large printing shop. Only one-third of that project has been completed.

- (b) In his list of industrial enterprises in the 3 Jul 49 speech, Bierut said nothing of the construction of a steel plant in Warsaw. But construction of a sizeable steel plant -- for the production of highly refined metals and precious metals -- is already Dec 53 far advanced. It will be one of the largest industrial enterprises in Warsaw. It was decided to erect this plant on the borderline between the two northern Warsaw suburbs of Bielany and Mlociny. This area is about 13 kms (as the crow flies) from the new southern industrial district of Sluzewiec and about seven kms (as the crow flies) from Wola-Czyste in the western part of the city. The steel mill is separated from the new industrial districts of Zeran and Annopol by the Wisla River. Its location has necessitated certain reconstruction changes:

- (1) Construction was speeded of a bridge over the Wisla between Torunska on the east bank and Podlesna on the west bank.
- (2) Construction was started on an autobahn-type highway for heavy transports, to cut through the town.

- (c) In the communication net, Soviets have altered the plans for the Warsaw subway. According to Polish plans, the subway was to be dug immediately under the surface of the streets; the first line to be constructed was that linking the northern and southern parts of the city. In 1952, when the plans had been approved by the Warsaw authorities, a Moscow directive arrived demanding that the subway lines be placed 20-50 meters under the street surface and that the east-west line be constructed first. This sudden demand halted everything. Tests revealed that construction through the ground under Warsaw would necessitate the most costly investments. Further tests are being made. The whole project has been delayed.

19. "Official Polish information gives no reason for these Soviet decisions. They may be for strategic reasons, e.g. placement of subways and pipe lines deep underground for **antiaircraft** protection. The priority to east-west communication lines may also be for strategic reasons. The erection of the Palace for Culture and Science on such a vast area is probably for prestige. It is changing the silhouette of Warsaw to make it follow Moscow architectural lines. But there are no obvious strategic or political reasons for the construction of a huge steel plant in Warsaw, far from the other industrial districts of the city. Soviet control is constantly influencing the plans for Warsaw's reconstruction and retarding the realization of these plans. Perhaps all present plans will be changed to a certain extent.

20. "No final decisions have been made on the future Warsaw railway net. Official and unofficial information from Warsaw states that Warsaw will be 'cleared' of railway lines. Most of these lines were built many years ago; they cut right through the present city center, hampering the rational construction plans for the city. It is said, for example, that the main by-pass railway line, which now runs through the western part of Warsaw along Bem's Street, will be shifted much farther west, as far as the Odolany suburb. The main Warsaw freight station will also be constructed in Odolany. The central railway station will be constructed on the grounds of the present main freight yard, with a downtown passenger stop in the vicinity of the Palace of Science and Culture. Likewise, the by-pass railway line will be moved from the Praga part of the city. One of the existing railway stations in Praga will be dismantled. It is said that this will be the Wilenski station on the Trasa W-Z axis. There are also reported plans for the liquidation of the present northern railway freight yard in the Powazki district. The space obtained there will be used for a park.

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21. "All construction in the field of communication around Warsaw has major importance for the city itself. Intensive works are underway to construct a large by-pass system:

- (a) South of the city, between Sora Kalwaria and Jesiorna, where provisional bridges crossed the Wisla before World War II.
- (b) In the Modlin region, where a set of new bridges was built over the Wisla and Narew about 1951. The pre-World War II light bridges near Modlin were changed into steel bridges with higher tonnage capacity. The viaducts leading to these bridges were completely remodelled, to eliminate former confusion.

The modernization of these two arteries will be an important factor in Warsaw's communication net. The modernization program has brought a new type of bridge to the Wisla. This type has a relatively low upper construction, to avoid high viaducts. In case of demolition, it will be much easier to reconstruct a provisional pioneer-type bridge. The new Slaska-Sobieski bridge was built with these considerations to replace the Kierbedzia bridge, destroyed during World War II.

Administrative and Trade District: Present Status

22. "Warsaw's down-town is nearly finished along the Inny Staryj Warszawa. The ministerial area between Marszałkowska Street, Roka Street, Brzech Krazy Place and Jerozolimskie Alley is in its completion phase. The works along the line of Bracka Street, Warecki Place (formerly Napoleona Place), Karczmiska Street, Wierzbowa Street and Teatralny Place are far advanced. Construction of the New Town Hall (on the site of and with the rubble of the pre-war National Bank) and the rebuilding of the Royal Castle have been delayed. Reconstruction of the western and northern part of Warsaw has been postponed by the construction of the Palace for Culture and Science.

Residential Districts: Present Status

23. "The reconstruction of Warsaw's residential districts is being realized somewhat in line with plans. A Dec 53 map of Warsaw building sites will show a number of finished or nearly finished fragments of the future city. In its northern part they resemble an archipelago of islands. As is well known, this part of Warsaw was nearly completely destroyed during World War II. The new residential districts are constructed on huge, nearly empty sites. One of these districts, Muranow, has been built on the completely destroyed area of the ghetto which the Germans established and later blew up. In the southern part of Warsaw, where destruction was on a lesser scale, reconstruction proceeds on land partly covered with houses. As new buildings are built, the houses in their way are levelled, e.g. in the RM district - Marsalkowska Residential District.

24. "As of Dec 53 the following works were nearly finished - most construction was suspended during the winter period:

- (a) Bielany - In the triangle of Marynarska Street, Przybyszewskiego Street and Kasprzewska Street.
- (b) Nowy Miasto - Between Konraderska Street, Bonifraterska Street, Franciszkanska Street and Sokroczynska Street.
- (c) Muranow - Between the Trasa W-Z, Zamenhoffa Street, Esiclna Street and Sypulna Street. The northern part of this district has been completed in fragments.
- (d) Mirow - Between the Trasa W-Z, Nowotki Street, Elektoralna Street, and Marchlewskiego Street. Construction of the western part of this district is very advanced as far as Bolecha Street.
- (e) Mlynov - Between Blugosza Street, Tyszkiewicza Street, Trasa W-Z and Okopowa Street.
- (f) Kolo - Between Elekcyjna Street, Gvarowska Street, Magistracka Street and Bolecha Street. Construction in the southern part of this district is quite advanced.

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- (g) Ochota - Between Kopinska Street, Grojecka Street, Czestochowska Street and Szczesliwicka Street.
- (h) Mokotow - The first part, between Wiktorska Street, Woloska Street, Madalinskiego Street and Alley Niepodleglosci; the second part, between Alley Niepodleglosci, Ursynowska Street, Pulaska Street and Wiktorska Street. Both settlements are occupied by Soviet officers, 'experts' and men in billets.
- (i) Sielce - Between Chelmska Street, Iwicka Street, Sukcesorska Street and Gorska Street. It is said that this settlement, which is near Bierut's seat at Belweder Palace, will be primarily reserved for CP dignitaries.
- (j) MDM (Marszalkowska Dzielnica Mieszkaninow) - Along Marszalkowska Street segment between Unii Lubelskiej Place [sic], through the new Konstytucji Place up to Piekna Street. MDM expands farther north up to Hoza Street, from where the area of government offices will stretch toward Jerozolimskie Alley.
- (k) Nowy Swiat - Residential settlement constructed behind the buildings fronting on Nowy Swiat.
- (l) New Town - Between Konwiktorska Street, Bonifratska Street, Franciskancka Street and Makroczymska.
- (m) Praga II - Triangle formed by Stalingradzka Street and Ratuszowa Street. This settlement will be expanded to the north.
- (n) Grochow I and II - Grochow I is between Konowa Street, Turwinowa Street, Grenadierow Street and Waszyngtona Alley. Grochow II is between Siennicka Street, Dwernickiego Street, Miatraczna Street and Grochowska Street.

These new residential settlements are built as individual units with their own shopping centers, schools and other cultural centers. In addition, buildings have been rebuilt all over Warsaw in the less damaged residential areas, e.g. Saska Kupa and Soliborz.

25. "Officially published data states that Warsaw will have in 1955 about 500,000 new or renovated rooms. Add this to the old living space, and Warsaw will have, on the basis of an estimated population of one million, 1.2 persons for each living unit.

Industrial Districts: Present Status

26. "The most intensive industrial construction is in the Zeran, Wola-Czyste and Kamionek districts.

27. "According to the Bierut statement of Jul 49, forty-two new large industrial plants were scheduled for construction or extensive expansion or modernization. The new plants were:

Passenger automobile factory in Zeran - Already in operation.

Three metallurgical plants, for the manufacture of machinery, tools and precision measuring instruments.

Factory for production of radio equipment and receivers - Already in operation on Kasprzaka Street.

Plant for manufacture of medical instruments and appliances, in the Wola district.

Pharmaceutical plant.

Plant for the manufacture of electric bulbs and mantles.

Printing plants, in the Praga part of Warsaw and in the Wola district. Latter is partly in operation.

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It appears, however, that the formerly strong Warsaw clothing and leather industries will never reach their pre-World War II standard. One reason is that handicraft and small enterprises had a large share in these industries, and the handicraft and small enterprises were particularly affected by nationalization. They were affected to such an extent that even the CP became alarmed. Expansion of handicraft activities was discussed at the CP Congress in Warsaw, March 54. Before World War II there were about 374,000 handicraft enterprises in Poland. In 1948 this figure had decreased to 178,000. Although no more data have been published, available information indicates that the subsequent decrease reduced the number of handicraft enterprises to as low as 100,000.

30. "The industrialization of Warsaw will form a strong working-class group in the city, but it will be only slightly over 20% of the entire population. Before World War II the proportion was about 12-15%. When it was stated recently [date not given] that the number of workers in Warsaw was touching 30% of the population, it was not explained that this was due -- almost surely -- to the huge number of workers employed on the construction works that cover the city. According to unofficial data, about 75,000 workers are employed on construction. When the city has been rebuilt, a good number of these workers will be out of jobs in Warsaw. Warsaw is estimated to have a population of one million by 1955: the bulk will be employed in various branches of the state and CP bureaucracies.

31. "The increase in Warsaw's population is due not only to natural increase and the influx of persons from other Polish areas but also to the expansion of Warsaw beyond its pre-World War II city boundaries. The new city boundaries decreed 14 May 51 increased the city area from 141 sq kms to about 362 sq kms. The new areas attached to Warsaw added a population of at least 120,000, mostly agricultural. Within the Polish capital is now a strong farming population.

[Enclosure (A) of this report is an outline map showing the changes in Warsaw's city limits in May 51.]

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Reconstruction of Utilities

32. "According to plans already in realization, Warsaw is to have two large power plants:

- (a) A rebuilt, modernized plant on Elektryczna Street, near the Poniatowski bridge.
- (b) A completely new plant in Losen.

These two plants will supply light and power and will also utilize the heat energy, through a special new net, to supply heat, water and steam for heating installations.

33. "Both of the pre-World War II gasworks - one on Ludna Street, the other on Bema Street - were nearly completely destroyed. Only the latter is in its rebuilding phase. Besides the supplies from the municipal gasworks, Warsaw receives gas via a long-distance pipeline system from gas basins in southern Poland.

34. "Trolley lines have been added to the pre-World War II streetcar and bus lines. It is said that the present streetcar lines will be expanded some 50 kms by 1955 and the trolley and bus lines some 20 kms. In addition to the large terminals on Mlynarska Street and in the Praga part of Warsaw on Kawenczynska Street, large new hangars will be built in Sluzewiec; that project is underway. After its completion, the Pulaski Street terminals will disappear from the Mokotow district, leaving it a purely residential area.

35. "Under the Six-Year Plan, about 2,000 hospital beds are to be added to the present number, making a total of some 10,000. A new hospital is under construction on Oglovska Street in the Bielany district. A second is under construction on Spaczenska Street.

Military Areas

36. "Warsaw's military aspect has changed from 1939. It is the headquarters of the Central Military Authorities; the concentration of military offices is around Sucha Street, I. Armii W.P. Street and Rakowiecka Street. Warsaw's garrison consists mainly of specialized units. The traditional cavalry has nearly vanished; only a small detachment of mounted guards remains for the high dignitaries.

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37. "According to certain information, military barracks are now in the following areas:

- (a) In the Citadel Fort, part of which has been changed into a public park. There are also military warehouses here.
- (b) Fort Bema, in the Wola district, where the 2nd Armored Regiment was quartered before World War II.
- (c) In the southern suburb of Sluzew, according to hearsay, an infantry and an artillery unit are quartered in new barracks.
- (d) On Rakowiecka Street, where the KEM (Internal Security Corps) has its barracks in the pre-World War II Air Force quarters. These have been expanded.
- (e) On Jagiellonska Street, an infantry unit is housed the pre-war barracks of the 22nd Infantry Regiment.

38. [redacted] the main bulk of military forces in the Warsaw area is presently concentrated in the traditional barracks or camps in Rembertow, in Wesoła - which is merely a field schooling and training center for staff officers and for very specialized courses, and along the line of Jablonna, Zegrze and Modlin. The Modlin fortress has been rebuilt since World War II and modernized; it is considered a stronghold for Warsaw. The units in Warsaw itself or along its borders are part of the 1st Motorized T. Kosciuszko Infantry Division, consisting of three regiments with a special artillery regiment (Art. Saturnowa).

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39. "According to plans, Warsaw will have a strong air force garrison. This is indicated by the number of airfields under construction or projected around the city:

- (a) The airfield in the Okęcie district is being enlarged toward the south. This military airfield is also used for civil aviation.
- (b) It is said that a sports airfield will be constructed in the Gocław district of Praga.
- (c) It is said that a glider airfield will be constructed at the outlet of Radziwińska Street in the northern outskirts of Praga.
- (d) The main military airfield is in operation near the Bemowo suburb in the northwestern outskirts of the city. This is one of the main training centers for air force technical personnel.

40. "Warsaw is the headquarters of the 1st Military Area Command, which covers the eastern parts of Poland. The area of the 1st Command is considered a typical 'rear terrain' because it lacks any 'exposed' boundaries, bordering only on the USSR. The following divisions of the 1st Military Area Command are stationed in or around Warsaw:

1st Division	- Warsaw
3rd Division	- Lublin
15th Division	- Olstyn
18th Division	- Białystok

41. "Other units known to be stationed near Warsaw are a pioneer regiment near Warsaw, a pioneer regiment in Siedlce; two anti-aircraft units in the eastern and western city outskirts and two or three independent artillery elements."

-end-

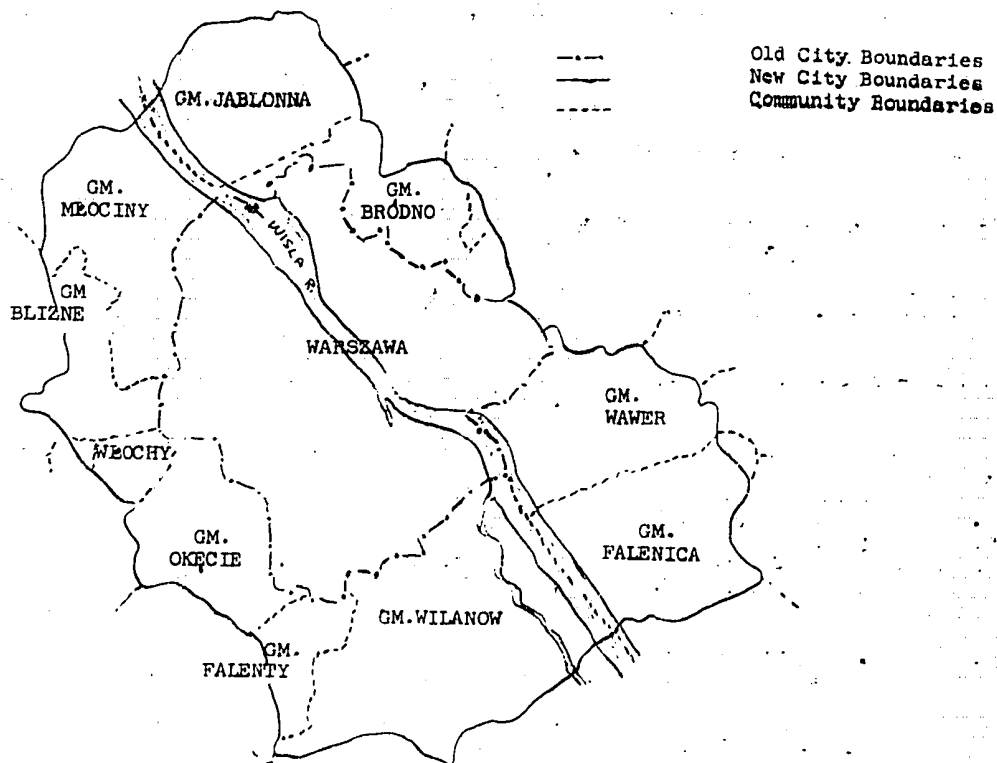
ENCLOSURE (A): Sketch Map of the City of Warsaw Showing New Boundaries Decreed on 14 May 51

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ENCLOSURE (A)

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City of Warsaw with its new Boundaries
decreed on 14 May 1951, increasing the
Area of Warsaw from 141 square kilometers
to 362 sq. kms.

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